

STATE BOND PROPOSALS

A comparison of SCAG's Adopted Priorities with Transportation State Infrastructure Bond Proposals

2/16/2006

SCAG Adopted Priorities*	Benefits	Governor's Strategic Growth Plan Proposal	AB 1838 (Oropeza) & SB 1165 (Dutton)	SB 1024 (Perata)	Suggested Actions
Infrastructure Bond Totals	Provides quantifiable amounts for infrastructure planning and leveraging to obtain maximum benefit from use of funds.	\$12 billion in two G.O. Bond proposals put before voters in 2006 (\$6B) and 2008 (\$6B) elections. (The total GO bond proposal is \$68B from 2006-2014, and first year total is \$25.2 billion).	\$26 billion in two G.O. bond proposals put before voters, \$6B in 2006, \$6B in 2008, and one revenue bond proposal of \$14B in the 2012 election (funded by fuel excise tax and weight fees).	One \$10.275 billion bond proposal put before voters in the 2006 election.	Provide adequate funding for transportation, goods movement and mitigation needs.
Protect Proposition 42 Funds	Proposition 42 funds are designated for transportation purposes. By protecting these funds, we can protect dollars that should be used for investment into transportation infrastructure	Creates a constitutional amendment to permanently protect Prop 42 and accelerates repayment	Provision is not contained within the bills. (See other Proposition 42 measures, ACA 9, ACA 11, and ACA 4, which is a total Prop. 42 firewall.)	\$2.3 billion in Proposition 42 repayment provisions, with 2008-09 repayments.	Repay and replenish funds taken from Proposition 42 funds and enact measures to ensure the permanent protection of Prop. 42 funds for transportation.
Allocate the State's transportation funds to ensure an equitable distribution throughout the state	The SCAG region is home to approximately 50% of the State's population and we must supply the transportation demand for this population. Ensuring an equitable distribution of funds throughout the state to provide for the transportation needs of our cities and counties	Of the projects listed, 39% of the total flows to the SCAG Region, however, goods movement has not been allocated. (See goods movement comment below).	No project lists or formula allocations.	No project or formula allocations other than the State High Speed Rail for \$1 billion, of which approximately \$600 million is for the SCAG region.	Ensure that distribution of funds statewide be based overall on performance with consideration for population, and that goods movement related funds be based on volume of freight movement.
Provide for leveraging in order to obtain private sector and other funding	To reduce reliance on diminishing State and Federal transportation funds, we must be able to use these funds to generate additional financing from other sources, which can exponentially increase the benefits realized from public transportation investment	A total of \$48 billion in new funding is proposed from leveraging existing funds and new bond funds to attract increased federal, private, and local funding.	One performance measure for project selection supports private sector investments and leveraging and includes geographic balance at the system and project level.	Promotes Public-Private partnerships with relation to "transit villages," where housing, retail and office centers would be located within 1/4 mile of transit stations	Enact proposal specifying that bond funds be leveraged to generate additional financing, and support emphasis on leveraging of public funds.
Appropriately fund goods movement and ports in SCAG Region	Goods movement has a profound effect on all sectors of the economy and the effects can be felt most readily here in the SCAG region. Due to the significant needs of the growing goods movement industry, we must ensure that planned goods movement projects are fully funded to reduce community impacts and congestion	\$4 billion total - \$3 billion to improve trade infrastructure and reduce congestion, and \$1 billion to mitigate diesel emissions and community impacts at ports.	\$4 billion total - \$3 billion to improve trade infrastructure and reduce congestion, and \$1 billion to mitigate diesel emissions and community impacts at ports.	\$2.1 billion for port/goods movement includes funding for freight movement in and out of seaports, landports and airports	Allocate goods movement funding based on freight movement and place a greater emphasis on the use of leveraging any bonded funding
Facilitate Public/Private Partnerships to implement "business plan" approaches in developing infrastructure	By involving private sector support in transportation and infrastructure projects, we can further leverage public sector funds and, in some cases, produce additional revenues for reinvestment	Gives authority and encourages the use of Public-Private partnerships for revenue-backed projects.	Gives authority and encourages the use of Public-Private partnerships for revenue-backed projects.	Promotes Public-Private partnerships with relation to "transit villages," where housing, retail and office centers would be located within 1/4 mile of transit stations	Add an emphasis on the use of Public-Private partnerships for all revenue-backed projects, including projects that integrate transit, housing and business developments.

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Provide financial incentives for cities and counties to encourage infill development and reward those who meet or exceed their fair share of housing	The "baby-boom" cohort, increasing immigrant population, increasing household size and lower per capita income all affect our housing demand. These changes necessitate variation in housing types offered as well as amenities to serve the changing population. Housing supply must be created in order to meet the increasing demand.			\$675 million for local street improvements for local governments that meet their housing needs, affordable multifamily housing and cleanup of vacant sites designated for infill	Give priority funding to a city or county that meets or exceeds its fair share of housing under the Regional Housing Needs Assessment. (RHNA).
Provide sufficient funding for regional growth planning	Regional growth planning is the critical component to provide coordinated plans and programs for long term development. These planning efforts can result in reduced reliance on public sector funds and an enhanced community development landscape			\$725 million for local agency growth planning, capital outlay to governments whose general plans match the regional growth plan (RGP) and environmental mitigation and enhancements consistent with the RGP	Add an allocation formula for regional growth planning funds based on the Metropolitan Planning Organization (MPO) planning allocation formula. Local planning funds be distributed to regions based on the number of cities and counties within the region with priority given to those cities and counties implementing the RGP.
Support Intraregional high-speed rail that generates revenue	An Intraregional High Speed Rail system would facilitate the development of a regional airport system and connect major activity and multi-modal transportation centers in Southern California. As our airports reach capacity constraints and congestion along major corridors increases, high speed ground transportation and airport linkages become even more critical.	No high speed rail provisions, but includes \$100 million for inter-city passenger rail.	No high speed rail provisions, but includes \$100 million for inter-city passenger rail.	\$1 billion for project specific environmental studies, planning and engineering in five high speed rail corridors	Provide for a competitive high-speed rail grant program for major high speed ground transportation projects along major corridors in the state or in a region that has high congestion and point-to-point trips. Major high speed ground transportation projects should interconnect regional airport systems and provide revenue producing service.
Provide priority to Transit Oriented Development (TOD) that includes housing and generates revenue to support transit projects	Transit Oriented Development (TOD) providing integration of commercial, residential, and recreational land-uses with the transportation system would help increase land use intensities in areas with higher transit services and would maximize the Region's use of the transit system.	Proposal does not includes this or related provisions.	Bills do not include this or related provisions.	\$275 million for "transit village" projects within a 1/4 mile radius, including housing, retail and office centers	Provide priority to TOD projects that include housing, further implement the preferred growth strategy for the region, and generate revenue.
Provide funding and incentives for environmental mitigation	Environmental mitigation must move simultaneously with transportation improvements in order to ensure the health of our communities	\$1 billion for environmental mitigation at the ports to mitigate diesel and community impacts	\$1 billion for environmental mitigation at the ports to mitigate diesel and community impacts.	\$100 million for "Green" transportation projects, including landscaping, bike trails, greenbelts, etc...and \$200 million for diesel retrofit on vehicles used in port operation	Providing sufficient funding for environmental mitigation, including diesel retrofitting.
Promote CEQA efficiency in accordance with SCAG's CEQA reform policies, to expedite project delivery.	The CEQA reform policies established by the Regional Council implement the preferred Regional Growth Strategy, promote housing production, support planning practices, and encourage environmental protection and mitigation.	Proposal does not includes this or related provisions.	Bills do not include this or related provisions.	May include provisions to voluntarily provide for more efficient CEQA review for certain infill development and smart growth projects	Include CEQA reform policies (as adopted by SCAG's Regional Council), including voluntary implementation, ease of housing developments in appropriate and strategic areas, the promotion of regional planning, results that are preferable to current conditions or "no-plan", regional level impact analysis, results in the functional equivalent of a full Environmental Impact Report (EIR) and limitation to areas identified in the RGP.

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Give priority to projects that meet Regional Transportation Plan (RTP) performance measures	Performance measures quantify goals and provide a way to evaluate progress over time. Performance measures are also used to evaluate projects and ensure that funding works to meet established goals. By maintaining consistent performance measures for transportation funding, we can ensure the goals set out in our regional plans are intact.	Performance measures specified, including cost-effectiveness, substitutability, reduced congestion, improved mobility, land use, safety, local match, and geographical balance considerations.	Performance measures specified, including cost-effectiveness, substitutability, reduced congestion, improved mobility, land use, safety, local match, and geographical balance considerations.	No specific performance measures, but supports projects that implement a Regional Growth Plan, use Transit Oriented Development principles and execute other provisions of the bill	Establish performance measures for projects that are consistent with the RTP, in order to provide consistent criteria for selection and prioritization.
Support Design-Build and Design-Sequencing procurement procedures to expedite project delivery	The amount of time needed to deliver a project has direct effects on its overall cost. By creating vehicles to make project delivery more efficient, we can realize cost savings and release obligated public funds for use on other projects.	Promotes Design-Build and Design-Sequencing and gives authority to Public-Private partnerships	Promotes Design-Build and Design-Sequencing and gives authority to Public-Private partnerships		Provide emphasis on Design-Build and Design-Sequencing and proposals that allow for expedited project delivery.
Support initiatives that call for local governments and regions to plan for a 20 year site inventory based on natural increases in population and job growth and that allow neighboring jurisdictions, by agreement, to share responsibilities for increasing the housing supply (RHNA)**	By allowing collaboration and cooperation among local and regional government, a more responsive and comprehensive 20 year inventory can be produced. Further, through responsibility sharing, housing supply can be more effectively increased in areas that can support such supply.				Provide an alternative approach to RHNA that supports housing planning on a 20 year basis, promotes housing near employment centers and implements the regional growth plan (RGP).
*Adopted priorities are contained in the Regional Transportation Plan and/or the Legislative Program					
**RHNA Settlement Agreement (September 24, 2004)					